

Region 3 Plan Summary
Wheeling, West Virginia-Ohio 8-Hour Ozone Area

Title: Maintenance Plan for the West Virginia Portion of the Wheeling West Virginia-Ohio 8-hour Ozone Area

Federal Register Dates: October 2, 2006, 71 FR 57894 (Proposed Rule); May 15, 2007, 72 FR 27247 (Final Rule); revised: September 15, 2011, 76 FR 57013 (Proposed rule), 76 FR 56975 (Final rule), as corrected on December 22, 2011 (76 FR 79539).

EPA Effective Dates: June 14, 2007; revised, effective November 14, 2011.

State Submittal Dates: July 24, 2006 and March 14, 2011.

Affected Areas: Marshall and Ohio Counties.

Key Features:

2004 attainment year; projections to 2009 and 2018

The Wheeling area plan shows maintenance of the 8-hour ozone NAAQS by demonstrating that current and future emissions of VOC and NO_x remain at or below the attainment year 2004 emissions levels throughout the Wheeling area through the year 2018.

Monitoring Network: West Virginia will continue to operate its current air quality monitor in Ohio County, WV in accordance with 40 CFR part 58.

Contingency Plan Triggers:

1. The triennial inventories indicate significant emissions growth above the 2004 base-year inventory or if a monitored air quality exceedance pattern indicates that an ozone NAAQS violation may be imminent.
2. A violation of the 8-hour ozone standard occurs at the Ohio County, WV monitor

Contingency Measures:

Contingency measures for trigger 1:

WVDEP will evaluate existing control measures to ascertain if additional regulatory revisions are necessary to maintain the ozone standard.

Contingency measures for trigger 2:

Extend the applicability of 45CSR21 (VOC/RACT rule) to include source categories previously excluded (e.g., waste water treatment facilities).

Revised new source permitting requirements requiring more stringent emissions control technology and/or emissions offsets.

NOx RACT requirements.

Regulations to establish plant-wide emissions caps (potentially with emissions trading provisions).

Establish a Public Awareness/Ozone Action Day Program, a two pronged program focusing on increasing the public's understanding of air quality issues in the region and increasing support for actions to improve the air quality, resulting in reduced emissions on days when the ozone levels are likely to be high.

Initiate one or more of the following voluntary local control measures:

1. Bicycle and Pedestrian Measures--A series of measures designed to promote bicycling and walking including both promotional activities and enhancing the environment for these activities.
2. Reduce Engine Idling--Voluntary programs to restrict heavy duty diesel engine idling times for both trucks and school buses.
3. Voluntary Partnership with Ground Freight Industry--A voluntary program using incentives to encourage the ground freight industry to reduce emissions.
4. Increase Compliance with Open Burning Restrictions--Increase public awareness of the existing open burning restrictions and work with communities to increase compliance.
5. School Bus Engine Retrofit Program--Have existing school bus engines retrofitted to lower emissions.

Schedule:

The following schedule for adoption, implementation and compliance applies to the contingency measures concerning the option of implementing regulatory requirements:

Confirmation of the monitored violation within 45 days of occurrence.

Measure to be selected within 3 months after verification of a monitored ozone standard violation.

Develop rule within 6 months of selection of measure.

File rule with state secretary (process takes up to 42 days).

Applicable regulation to be fully implemented 6 months after adoption.

The following schedule for adoption, implementation and compliance applies to the voluntary contingency measures:

Confirmation of the monitored violation within 45 days of occurrence.

Measure to be selected within 3 months after verification of a monitored ozone standard violation.

Initiation of program development with local governments within the area by the start of the following ozone season.

Additional Provision: Based on the 2002 inventory data and calculation methodology, it is expected that area and mobile source emissions will not exhibit substantial increases between consecutive periodic year inventories. Therefore, if significant unanticipated emissions growth occurs, it is expected that point sources would be the cause. 40 CFR part 51, the CERR (67 FR 39602) requires that states submit an annual inventory of criteria pollutants for large point sources with actual emissions greater than or equal to any of the emission thresholds to EPA. Any significant increases that occur can be identified from these reports without waiting for a periodic inventory.

Wheeling, OH-WV Nonattainment Area Summary of Emissions:

		Emissions in tpd								
		2004			2009			2018		
		WV ¹	OH ²	Total	WV ¹	OH ²	Total	WV ¹	OH ²	Total
Point	NOx	85.8	28.7	114.5	61.7	21.1	82.8	26.2	19.0	45.2
	VOC	3.0	0.2	3.2	2.8	0.1	2.9	3.3	0.2	3.5
Area:	NOx	3.4	0.3	3.7	1.8	0.4	2.2	2.0	0.4	2.4
	VOC	15.4	4.0	19.4	7.3	3.9	11.2	8.4	3.9	12.3
Nonroad ³ :	NOx	7.3	2.9	10.2	5.2	2.5	7.7	4.6	1.9	6.5
	VOC	2.3	0.9	3.2	2.1	0.8	2.9	1.8	0.6	2.4
MVEBs ^{4,6} :	NOx	4.7	6.3	11.0	9.1	4.7	13.8	3.1	1.9	5.0
	VOC	2.8	3.5	6.3	10.4	2.6	13.0	7.7	1.5	9.2
Total ^{5,6} :	NOx	101.2	38.2	139.4	77.7	28.7	106.5	34.5	23.2	59.1
	VOC	23.5	8.6	32.2	22.6	7.4	30.0	14.9	6.2	27.4

¹WV emissions are total emissions for Ohio and Marshall Counties in West Virginia. ²OH emissions are total emissions for Belmont County in Ohio, as provided by Ohio EPA (see Appendix E of the State submittal). ³Nonroad includes nonroad model results plus Commercial Marine Vessels, Railroad and Airports. ⁴MVEBs for 2004 are actual; budgets established for 2009 and 2018 include 15% reallocation from the safety margin. ⁵Sums may not total exactly due to rounding. ⁶Revisions to the motor projected 2009 and 2018 motor vehicle emissions budgets

(MVEB) and total emissions. The state effective date is March 14, 2011.

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